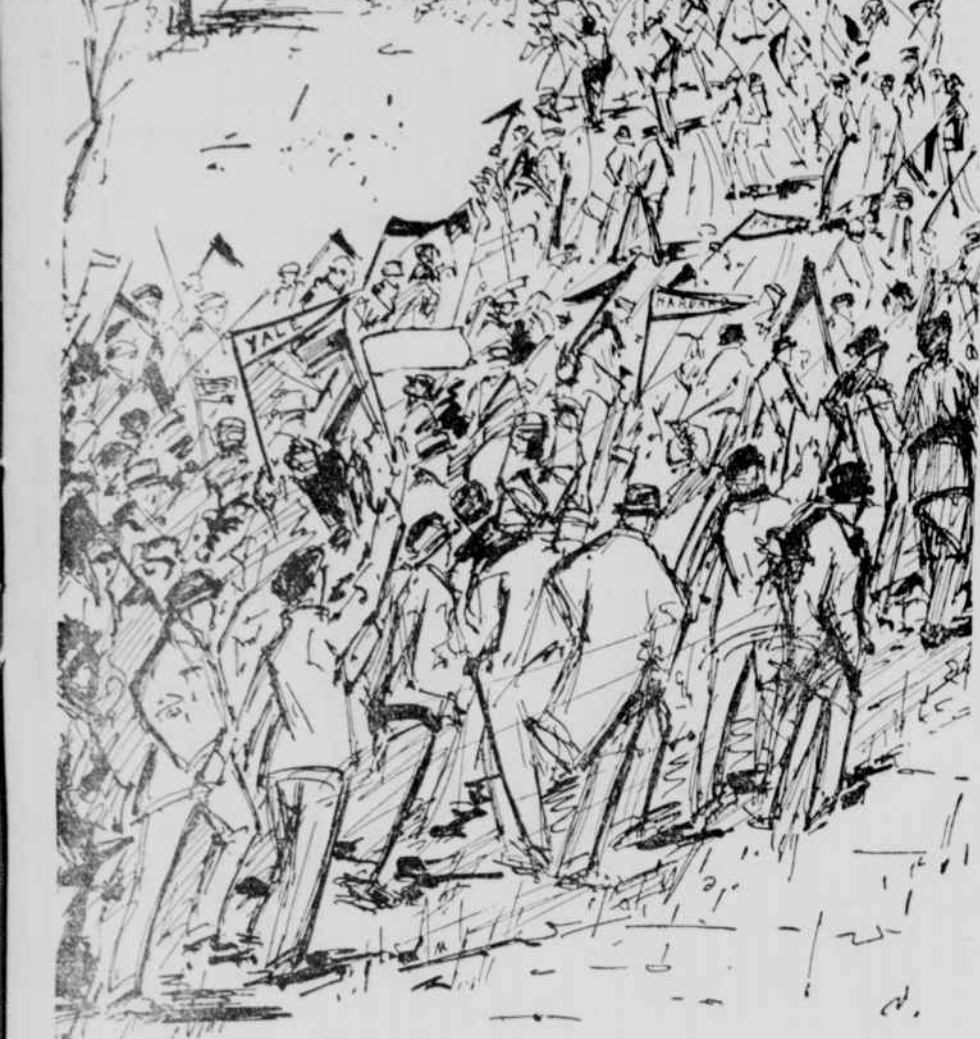
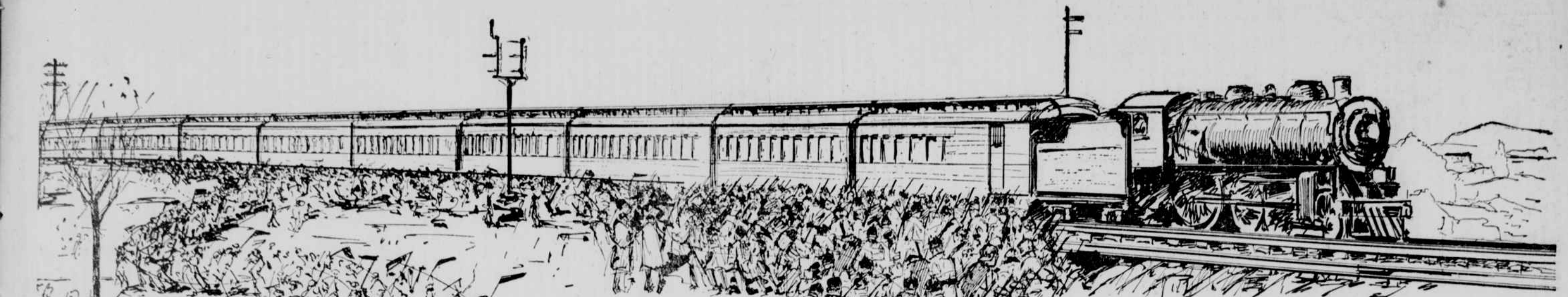


# MOVING FOOTBALL HOST A FEAT; MOVING ARMIES A MIRACLE



senger coaches. The rest have to put up with improvised seats in freight cars. Both the point of debarkation and the zone of concentration must be at a safe distance within one's own territory and protected by troops, which in peace as well as in war are on the frontier in full war strength. These are called covering troops.

All of us are familiar with the very unreliable character of most of the news that is permitted to filter out of the countries engaged in the war. But one piece of information emanating from Berlin may be taken for what it seems to the reader to be worth. It seems to be plausible, too, when considered in conjunction with what has gone before in the matter of railroad efficiency and management in the Fatherland.

It was announced at Berlin that 2,000,000 men, one-half the total number in the empire liable for military service, were transported to the French frontier in nineteen days.

This feat required, points out C. F. Carter, 26,000 military trains, allowing only seventy-seven men to a train, but then it must be remembered that an army requires an enormous amount of baggage and equipment, including food, cooking utensils, forage, ammunition, tents, extra clothing, officers' baggage, artillery, transport wagons and motor trucks for distributing supplies from the nearest railroad station, horses for these and for the cavalry, field telegraph, wireless stations, automobile searchlights, aeroplanes and other paraphernalia.

## FIFTEEN THOUSAND TONS OF FOOD TO BE PROVIDED DAILY.

Not long after the war began, according to statements alleged to be official, Germany called out every available man. This would give a total of 4,000,000 men in the field to be supplied with food, clothing, ammunition and everything else needed for actual service.

If the German soldier is fed as well as he was in the Franco-Prussian War the 4,000,000 men will require 10,000 tons of food a day.

It is estimated that there are 800,000 horses in the field with the German troops—and they, too, must eat. If fed short rations, say, ten pounds of grain daily, as they were in 1870, this would mean 4,000 tons, exclusive of other fodder such as hay, a great deal of which must be transported by rail.

In Germany until within the last twenty years most of the freight cars were constructed for loads not exceeding ten tons. Of the 382,185 freight cars in use in Prussia in 1907 35.8 per cent had a capacity of ten tons, 60.7 per cent a capacity of fifteen tons and 3.5 per cent a capacity of twenty tons.

Allowing twelve tons a car, a fair estimate for the little four-wheeled trucks which constitute the greater percentage of the equipment, these two items alone would fill 1,173 cars a day.

The ammunition and the guns had to be carried to the front by rail, and much of it must be transported back and forth several times. It is estimated that there will be many shiftings in position, requiring of the railroads the task of transporting a million men in different parts of the empire to various positions on the firing line.

## Lines Have Swayed Back and Forth Many Miles at a Time.

In East Prussia, in Poland, in Galicia, the battle lines have swayed back and forth, not hundreds of yards at a time, as in the west, but twenty-five, fifty, one hundred miles at a time. The first phase in East Prussia began with the Russians close to Königsberg and ended with the tremendous Russian slaughter at Tannenberg.

The situation for Germany is getting increasingly difficult, in so far as relates to the policy of shifting troops back and forth over the strategic railroads of the empire. The Allies in the west are getting better prepared for a permanent offensive, and the constant hammering of the Germans on the Allies' lines at various points, like Ypres, is resulting in little in the bulk but enormous losses to the Kaiser's forces.

When the history of the war is written one of the most dramatic chapters may have to do with the part the railroads played.

In the Franco-Prussian War the Germans pushed their armies across to Paris and were feeding them, reinforcing them and supplying all the munitions of war over the railway.

Bridges and tunnels were blown up, desperate men struck desperate blows for their country by wrecking trains.

At times every inch of the line, says Sutherland Edwards, was covered, and the trains extended half or a quarter of a mile each way. To look for any particular train was like looking for a Progressive in Tammany Hall, but you could make your search if you liked.

## FRENCH CITIZENS CARRIED AS SHIELDS FOR THE TROOPS.

French engine drivers and signalmen were impressed to work the sections of the line that they knew. To prevent train wrecking prominent French citizens were often carried on the engine, where, in case of an explosion or accident, their safety would be imperilled even more than that of the troops in the cars behind.

Armed guards also kept watch over the drivers to see that they did what was required of them.

On one occasion a driver and his stoker overpowered the soldiers and threw them off the engine. They uncoupled the latter in the middle of a tunnel and made off with it until they had covered a mile or more.

Then they reversed the gear, turned on steam and sprang off, leaving the locomotive to dash back into the train and work havoc among their enemies.

A favorite device, and one that has often been resorted to, is for some person familiar with locomotives to creep into the engine sheds at night, get up steam on an engine, switch it on to the main line, and then let it run wild, after jumping to the ground.

In the earlier war the French estimated the army to be encountered at about 550,000 men and their own at about 300,000. They expected to compensate for the German preponderance by rapidity of movement, says Major Bigelow. Their



push. In profile it would have reminded you somewhat of the wrecking trains that go to disasters in America. The prisoners were loaded aboard the box cars like so many sheep, with alert gray shepherds behind them, carrying guns in lieu of crooks, and, being entrained, they were bedded down for the night upon straw.

"Here on a siding we lay all day, grilled by the heat and pestered by swarms of the buzzing scavenger vermin; troop trains without number passed us, hurrying along the sentry guarded railway to the lower frontiers of Belgium. Every box car door made a frame for a group picture of broad German faces and uniformed German bodies. Upon nearly every car the sportive passengers had lashed limbs of trees and big clumps of field flowers. Also, with colored chalks, they had extensively frescoed the wooden walls as high up as they could reach. The commonest legend was 'On to Paris,' or for variety 'To Paris Direct,' but occasionally a lighter touch showed itself. For example, one wag had inscribed on a car door: 'Declarations of War Received Here,' and

being aimed at the workmen.

Only the other day word reached us that Russian light columns had crossed and dislocated the outer line of the German strategic railroads running around Northern and Central Poland. The reports were to the effect, easy enough to understand and appreciate, that the Russian light columns referred to were operating with feverish activity.

They had been able to arrest the German movements on the railways nearest the frontier, but further back the German lines were crowded day and night by trains bringing troops and equipment, especially artillery, from East Prussia to positions behind Thorn and Posen. The excitement among the German railway staff threw the civilian population into a panic.

In an article in "The Railroad Man's Magazine" a writer informs us that in the German army the arduous and dangerous task of operating trains in the enemy's country is assigned to the railway brigade, consisting in times of peace of three regiments, totalling 4,000 men, under the command of a major general. This is merely the nucleus which in war time is expanded to 16,000 men, recruited from employees of the state roads.

This includes all branches of the service required to construct, maintain and operate a complete railroad, besides large gangs of laborers to load and unload cars and to do whatever else may be required.

To-day Germany has 37,435 miles of railroad, of which 94 per cent is owned by the various states. In place of the six lines reaching the French frontier in 1870, Germany now has sixteen through lines connecting her territory with the Rhine and crossing that stream on steel bridges. Double-track railroads line both banks of the Rhine. Eight lines penetrate the Lorraine and converge into five at the French frontier. Seven others lead across the Rhine to the Vosges Mountains, in Alsace.

plan was to dash across the upper Rhine, separate northern and southern Germany, securing, incidentally, the alliance of Austria and Italy, and throw their main force against isolated Prussia, the armed force of which they reckoned at 350,000 men.

The French had virtually four lines of railroad; the Germans had nine. As a consequence, the French forces instead of mobilizing first and then concentrating, concentrated first and undertook to mobilize afterward.

They failed partly from want of experience in such an operation and partly from interference by the advancing Germans. For while the French began their preparation before the Germans the latter completed theirs and began operations before the French.

The fact must not be overlooked when glancing at the work of European railroads in the present conflict that all the trains do not travel in one direction. The sick, wounded and prisoners are a never ending stream. They must be got rid of as soon as possible. It is another job for the railroads. This means more work.

Those who are able to sit up are placed in ordinary passenger cars; the more serious cases are provided for in hospital cars, as long as the equipment holds out. When this is exhausted the wounded, regardless of their condition, must ride in open freight trucks, or anything else on wheels that the medical department can secure—as the Bulgarians did in 1912.

One such German train was described recently by Irvin Cobb, who rode in it for three nights and ought to know.

"The train for us was composed of several small box cars and one second class passenger coach of German manufacture, with a dumpy little locomotive at either end, one to pull and one to

another had drawn a highly impressionistic likeness of his Kaiser, and under it had inscribed 'William II, Emperor of Europe!'

Another chapter in the dramatic story yet to be written will include the part performed by the various countries in the operation of captured railways in an enemy's country, which generally means the construction of new lines in a great hurry and the making of repairs while guns are

Through trains from Pillau or Posen, on the Russian frontier, can be run without stop directly through Metz or Strassburg, on the French frontier. This short line, less than five miles in length, is expected to save a full day in the transportation of troops.

If Germany loses in this conflict an awful lot of perfectly good preparation will have gone to waste.

## DJAVID BEY, UPBUILDER OF TURKEY'S FINANCES, LEAVES POST

AMONG the members of the Turkish Cabinet reported recently in cable dispatches as having resigned in connection with the opening of hostilities against Russia was Djavid Bey, of the Ministry of Finance. This man, a native of Salonica and holder of this portfolio from the early days of the new regime, was counted by some the strongest member of the Cabinet. What he did for Turkish finance is indicated by the fact that Turkey in the last year took a position, so far as budget making was concerned, ahead of the United States. He presented for consideration of the Parliament Turkey's first regular budget.

Djavid Bey illustrates one of the racial anomalies which the Turkish Empire is capable of producing. He also illustrates that blood is more potent than religious distinctions, for, according to report, an ancestor was a Jew. The Jews have furnished many great bankers and financiers to the world.

The ancestor, if the reports be correct, was one of the many followers of Sabbatai Zebi, a false Messiah, who followed his master in turning from the Jewish faith to the Mahometan. Sabbatai Zebi was one of the most interesting personages, from a spectacular point of view, who have appeared in Judaism.

The millennial year 1666, Muhammed IV being the Sultan, was looked upon by Christian and Jews alike as a great year in the Messianic era.

Some years before a youth of Smyrna had attracted so much attention, owing to his religious practices, that many Jews had come to look upon him as the promised Messiah. The young man did not repudiate the imputation, and finally came to believe it most heartily himself. He did many things to foster the notion, and finally went to Jerusalem to await the miracle which should proclaim him the Messiah.

Returning to Smyrna in 1665 in time to celebrate New Year's in the synagogue on that day, he publicly declared himself the Messiah, while the horns blew and the multitude cried: "Long live our king, our Messiah!"

Jewish communities everywhere took cognizance of the claim, and men came from all lands to see the long expected Messiah. Among the Jews business was everywhere neglected, and Christians were affected by the general confusion. Clear-headed merchants, practical business men in all the centres of Europe, waited feverishly for news from Smyrna. The printing houses of Amsterdam could not supply fast enough copies of the prayer book bearing likenesses of Sabbatai and King David. In London the Jews offered wagers at odds of ten to one that Sabbatai would be crowned and anointed king of the Jews at Jerusalem in the course of two years. The year 1666 had other experiences in store for him, however.

Sabbatai was brought before the Sultan for examination. Muhammed made him the character-

istic offer of an opportunity of proving by a miracle his right to be acknowledged the Messiah. One of the Sultan's best archers was called forward, and Sabbatai was invited to stand ready as a mark for the arrows. Of course, these could do no harm to a personage gifted with miraculous powers. The Sultan's chief desire was to see them bound back from his charmed body. The Sultan's alleged reasons and the sight of the bended bow did not increase Sabbatai's joy. Martyrdom was not a part of his creed. His courage failed him. He fell prostrate and owned that he was nothing but a poor rabbi, and no whit different from other men. The Sultan then offered to allow him to embrace the Mahometan faith, and so make some amends for the scandal which he had committed by assuming the title of Messiah of Palestine, which was one of the sanjaks of the Sublime Porte. Sabbatai eagerly accepted the proposal. He became a Moslem, and instead of being worshipped as Messiah or dreaded as Antichrist, he filled for ten years the respectable but prosaic station of a doorkeeper in the Sultan's palace. He, however, still made himself conspicuous by his religious zeal, but that zeal was now directed to winning converts from Judaism to Mahometanism, in which he was singularly successful.

Thus it was that the ancestor of Djavid Bey became a Mahometan. He was a follower of Sabbatai.

HANDLING the crowds that saw the Yale-Harvard football match at New Haven yesterday was the biggest passenger traffic movement in the history of the New Haven Railroad. Thirty-five thousand people travelled to and from New Haven by rail. The officials of the road worked out weeks in advance a system intended to arrange for the handling of these passengers with dispatch and smoothness, and without interfering with the regular service of the line.

The plans included the service from New York of twenty-five special trains, the first leaving at 8:10 a. m.; fifteen specials from Boston and other points, and all regular trains to and from New Haven were provided with extra equipment to their full capacity.

To facilitate the handling of all these trains at New Haven several unusual steps were taken this year. Ordinarily much switching is done at the home town of former President Taft in the way of putting on and taking off dining cars and coaches on regular trains. Yesterday no switching of this kind was done there, the cars that in other years, before the Yale bowl changed the geography of Connecticut, were dropped at New Haven being carried to Hartford, Bridgeport, Stamford or New London.

## SPECIAL ARRANGEMENTS AND PRECAUTIONS FOR THE OCCASION.

In a country filled with a passionate neutrality the particular railroad referred to took particular measures to assure the comfortable, speedy transportation of thirty-five thousand passengers that were attracted by a battle on the gridiron. Service in the New Haven yards was accelerated by the use of yard telephones, special electric lights installed to illuminate the yards for the benefit of the homing crowds, thus avoiding congestion and delay. Precautions were also taken to provide emergency power at the principal operating points on the line to insure the continuity of the flow of traffic.

In short, the Yale-Harvard game would not have been fought without railroads, and the same is true in the case of that other great struggle, the European war.

When it became necessary for the Germans to rush reinforcements to the relief of the army in the eastern theatre of war, thousands of trainloads were reported to have gone through Belgium, and others from the interior of Germany.

From Ypres to Cracow, as the crow flies, is 1,000 miles. Germany is a network of railways that have been constructed with a single purpose in mind—and that purpose, military. But no considerable line of communication is as straight as the crow flies, and so the transportation of troops in great numbers from the western to the eastern theatre of war, and vice versa, is a study in railroad efficiency.

## PLANNED TO MAKE RECORD BY MOVING 120,000 MEN IN A MORNING.

In the manoeuvres that were to have taken place this autumn at Munster, in Germany, it had been intended to make a record in the matter of quick transportation and to dispose of 120,000 men in the course of a single morning without interrupting the regular passenger traffic.

Performances in time of actual war have proved that the German officials could have easily carried out their plan.

As the German armies were winning their first victory on fields familiar to the students of the Waterloo campaign, their generals received news of evil omen. Precisely as Napoleon, at the moment he was launching his attack upon Wellington, learned of the appearance of Prussians, the German commanders at Charleroi heard that Russia had stepped over into East Prussia, won several victories, isolated Königsberg, and was driving forward toward the Vistula furiously.

Two corps—80,000 men, a Yale bowlful, and enough overflow to make a good Saturday afternoon baseball crowd in Cincinnati—were sent while the battle of Cambrai was still unfought.

Yet worse news from the East, this time from Galicia.

The main Austrian army was in distress—five corps had been crushed, half the Austrian force

in that region. Unsupported, the Austrian army might be annihilated.

Now it was necessary to send east not alone the two Austrian corps hitherto aiding in the attack upon France, but five German corps—in all 280,000 men.

Having sent that number of men east, the advantage of numbers was no longer with the Germans in France. Russia was pounding ahead terribly in Galicia, requiring larger and larger depletions of the western armies, and the westernmost town in Russian Poland is more than 200 miles from Berlin.

The first fighting in the Russian campaign was on the eastern frontier of Prussia, about Gumbinnen, where a considerable Russian army stepped over the line and defeated the Germans, rolling them back to Königsberg. This invasion, barely three weeks after war had been declared, compelled the transfer of 80,000 German troops from the West to the East—a similar proposition would be for the railroads in this country suddenly to be called upon to carry a much larger crowd than yesterday gathered from New York to Chicago.

On the Continent of Europe railways in the territory affected by war operations have been required practically to suspend business except for the transportation of troops.

In Great Britain, where the railways are all owned by private companies, the government has issued orders assuming control of them.

Germany's arrangements have been unusually complete. A war time-table, revised as occasion demanded, has always been in the possession of railway officers throughout the country, capable of being put into force at the shortest notice. All railroads are administered by the military authorities in time of war.

The Russian railways have a different gauge from the other European lines, and this difference has been maintained for strategic reasons.

Short strategic lines built by Germany on the French and Belgian frontiers naturally have been of the greatest importance, and, in addition, most of their main lines are so located as to have the greatest efficiency for military purposes.

There is a great difference between rolling home from a football game with one's winnings in one's pockets and rolling hundreds of miles across the rolling country to where one will have a chance to come to handgrips with the enemy.

Behind the troops rumble long trains of provisions for man and beast; trains bearing the deadly artillery; trains fitted up with all the appliances of a hospital; trains of horses that will ere many weeks are out leave their bones to whiten under the stars.

Every railroad car in Germany has stencilled on it the number of men or horses it is expected to accommodate. In Germany we have the most complete example of the state railway. Bismarck worked for imperial ownership. The foundations of such a net as we now see in operation were laid in 1871, when the lines of Alsace-Lorraine came to the empire as a result of the Franco-Prussian War.

By the end of 1907 the normal trains in Germany constituted more than one-sixth of the whole of Europe—a system larger than that of any other European country with one exception, Russia.

The Kaiser has been ex-officio the chief of the imperial railway office. He has appointed its members. He has had the power to demand and to prescribe lower than the normal rates for the transportation of provisions in case of emergency. He in connection with the upper house of Parliament, may call for the conveyance of soldiers and the materials of war.

All military trains have the right of way. The unit of embarkation is what one engine will draw, which, expressed in infantry, is about a thousand men.

The distance between trains that is necessary to safety and efficiency may be taken as ten minutes.

Under favorable conditions, says Major John Bigelow, trains follow one another at this interval, with only necessary halts for refreshment and rest or exercise.

The officers and some of the men ride in pas-